

## Transport of Empty Mail Equipment (Empty Bags)

**AFTER 1 JANUARY 2001 THERE WILL BE A CHARGE FOR THE RETURN OF MTE BY AIR.  
READ AND FOLLOW DIRECTIONS BELOW:**

USPS have been informed by the Universal Postal Union of a change in the transport of empty mail bag equipment. As of January 1, 2001, air carriers (both US and foreign) will no longer return empty mail bag equipment (pouches, sacks, trays, tubs, etc.) free of charge. The IATA-UPU Contact Committee has established that the air conveyance rate payable for the return of empty bags would, at the most, be 30 percent of the applicable UPU Basic Airmail Conveyance Rate for the respective air segment. In the IATA-UPU environment, the term "empty bags" is intended to mean receptacles of any kind used for the carriage of mail. For simplicity, the term "empty bags" will be used in reference to all empty mail receptacles.

In view of this change by the IATA-UPU Contact Committee, the Military Postal Service should take the following actions:

(1) To the greatest extent possible, return all excess empty bags via surface means in the military surface mail containers that currently originate from the United Kingdom, Germany, Italy, Korea, Japan, Okinawa, or any other location. From locations that can not transport empty bags via surface means to one of the above surface concentration points, then it should be airlifted to one of the above locations in closest proximity to the dispatching office.

(2) Empty bags that are dispatched via commercial air carrier, should be documented on a separate Military Mail AV-7 Delivery List (PS Form 2942-A).

(a) For dispatching offices preparing manual AV-7's: AV-7's for empty bags should be numbered in the same numerical control number sequence as used for actual mail.

(b) For MIDAS dispatching offices: Prepare a separate manual AV-7 numbered in the same numerical control number sequence as used for other manually prepared AV-7's.

(3) Empty bags that must be airlifted via commercial carrier, must be manifested and handled by only one air carrier from origin to destination when possible. (Please provide MPSA-TR locations that will use a transfer between different air carriers to destination.)

(4) In view of the pending January 1, 2001, implementation date, all military offices that will have to airlift empty bags, should attempt to dispatch any excess on-hand empty bags between December 25-30.

We understand that the MPS returns the significant portion of empty bags via the military surface containers from Europe and the Pacific, and that the above IATA-UPU action will have little if any affect on such current operations. On the other hand, we realize that there maybe some unique situations in the military postal environment in which there are exceptions to the above general guidance. For example, we envision that the empty bags from the MPOs in Central/South America will have to be airlifted back to CONUS. So that we will have a more comprehensive perspective of the entire MPS environment in this regard, **please provide MPSA-TR** the specific locations that will have to airlift the empty bags to CONUS.

Thank you for your understanding and assistance in this regard.

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